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CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

COUNTRY Poland/East Germany/Czechoslovakia REPORT 25X1

SUBJECT Roads in Poland, East Germany, and Czechoslovakia DATE DISTR. 23 April 1957

NO. PAGES 1
REQUIREMENT NO. RD

REFERENCES

DATE OF INFO. 25X1

PLACE & DATE ACQ.

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE

Polish, East German, and Czech roads. The report also includes a map, chart, and description of the roads.

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ATTACHMENT III

Poland

1. Since 1954 there has only been very few changes in the roads mentioned in the report (see Attachment I). No big road repairs were observed anywhere in Poland.
2. The following are details concerning bridges:
 - a) By SOCHACZEW, about 5½ km west of Warsaw, on stretch A-B (Attachment I) the road passes a frail bridge of wood.
 - b) There is a road bridge by the entrance to OPOLE, on stretch C-D (Attachment I).

East Germany

1. In East Germany stretch E-F (Attachment I) is apparently in better shape than 2 years ago, and on stretch F-G in the BEELITZ region there were big road repairs on main highway no. 2. Apparently the repair work consisted of changing the road in connection with the building of a bridge. There were numerous detours. The bridge, whose exact location is not known, was built of concrete and with steel piers; the bridge was only half finished.
2. The following are details concerning bridges:
 - a) The road bridge in GÖRLITZ, stretch E-F (Attachment I) is, as before, a frontier bridge. The bridge is unchanged.
 - b) The railroad viaduct in GÖRLITZ has been rebuilt, but is at least not being used for passenger traffic between East Germany and Poland.

Czechoslovakia

1. The roads in CSR have not changed much since 1953.
2. a) By HORNÍ ZAHOŘÍ, stretch I-J (Attachment I) there is a heavy concrete bridge over a ravine (no watercourse).
b) 2 new road bridges are being built by HELENIN, stretch K-L (Attachment I); the bridges cross deep ravines. One by the entrance to HELENIN, the other by the exit.

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ATTACHMENT I

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SKETCH OF SOME MAIN ROADS IN POLAND
EAST GERMANY AND CZECHOSLOVAKIA

25X1

SCALE (ORIGINAL 1:1,000,000)												
	A-B-B-B	A-B	B-C	C-D	D-E	E-F	F-G	G-H	H-I	I-J	J-K	K-L
1. SURFACE	unknown masonry asphalt concrete	clinker asphalt cobbles stone	brick cobbles stone	asphalt cobbles stone	asphalt cobbles stone	cobble- stone	cobble- stone	cobble- stone, a few places asphalt cobbles	cobble- stone, a few places asphalt cobbles	cobble- stone, a few places asphalt cobbles	cobble- stone, a few places asphalt cobbles	cobble- stone, a few places asphalt cobbles
2. WIDTH	5-6 M	5-6 M	5 M	5-6 M	5-6 M	5-6 M	5-6 M	5-6 M	5-6 M	5-6 M	5-6 M	5-6 M
3. CONDITION	not known road well metalled	... good	good poor, some poor	poor poor, some poor	poor poor, some poor	poor	poor	poor	poor	poor	poor	poor
4. CURVES and GRADIENTS	sharp turns 75-100 m high / straight road	evenly rounded turns about 100- 120 m low, also about 100- 120 m turns	sharp turns about 100- 120 m low, also about 100- 120 m turns									
5. COMMENTS	dangerous bridges area	dangerous area	dangerous area	dangerous area	dangerous area	no signs of repairs	no signs of repairs					
6. THEO. CAP.	ca. 400	ca 400	ca 350	ca 400	ca 250-350	ca 400	ca 422	ca 400	ca 300	ca 350	ca 350	ca 350
7. PHOTOGRAPHS	1-9	10-12	13	14-16	17-19	20-22	23	24	—	25-33	34-37	38-40

1. Climbing - partly worn road, paving stone
2. Width - suitable to road way
3. Condition - condition of road way
4. 5.
6. Theo. cap. - known as a road way for road way
7. Photographs - known as a road way for road way

map - roads, towns
— - - - asphalt
— - - - cobbles
---- - asphalt and cobbles

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ATTACHMENT III

Poland

1. Since 1954 there has only been very few changes in the roads mentioned in the report (see Attachment I). No big road repairs were observed anywhere in Poland.
2. The following are details concerning bridges:
 - a) By SOCHACZEW, about 54 km west of Warsaw, on stretch A-B (Attachment I) the road passes over a frail bridge of wood.
 - b) There is a road bridge by the entrance to OPOLE, (Oppeln) on stretch C-D (Attachment I).

East Germany

1. In East Germany stretch E-F (Attachment I) is apparently in better shape than 2 years ago, and on stretch F-G in the BEELITZ region there were big road repairs on main highway no. 2. Apparently the repair work consisted of changing the road in connection with the building of a bridge. There were numerous detours. The bridge, whose exact location is not known, was built of concrete and with steel piers; the bridge was only half finished.
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SKETCH OF SOME MAIN ROADS IN POLAND,
EAST GERMANY AND CZECHOSLOVAKIA

SCALE (ORIGINAL 1:1,000,000)

0 50

	A-a-b-A	A-B	B-C	C-D	D-E	E-F	F-G	G-H	H-I	I-J	J-K	K-L
1 SURFACE	uneven paving asphalt concrete	clinker asphalt cobble- stone	like A-B	asphalt cobble- stone	asphalt cobble- stone	asphalt soil cobble- stone	cobble- stone, a few places asphalt	cobble-stone a little asphalt + uneven paving	cobble-stone a few places asphalt	asphalt a few places asphalt by the border cobble-stone gravel road	asphalt	asphalt a few places cobble-stone and concrete
2 WIDTH	5-6 M	5-6 M	5 M	5-6 M	5-6 M from Jelenia Gora	5-6 M	ca. 6 M	ca. 6 M	5-6 M	5-6 M	6 M	4-6 M
3 CONDITION	n. of Warsaw road until Modlin	...	good	first 9 KM from Jelenia Gora	good till Jelenia Gora	good	good	good	good	good
4 CURVES and GRADIENTS	even terrain 75-100 M high straight road	evenly rising and grad. 5-10% few curves	height 100- 200 m.	falling terrain mod. grad. 15%.	very hilly. mod. grad. 15%.	falling terrain few curves	quite flat a few small upward gradients	hilly no slopes upward gradients	very big upward gradients over height over the sea 25 M.	very hilly	very hilly	The first 120 KM hilly, then undulating
5 COMMENTS	densely built-up area	bridge in Olsztyn	—	mining area	—	no signs of repairs	s. of Berlin new road bridge being built	densely built-up area	Woods all the way	road over dike s. of Kensky Vly	—	2 new road bridges 23 km apart each
6 THEO. CAP.	ca. 400	ca. 400	ca. 350	ca. 400	ca. 250-350	ca. 400	ca. 400	ca. 250	ca. 200	ca. 250	ca. 250	ca. 250-350
7 PHOTOGRAPHS	1-9	10-12	13	14-16	17-19	20-22	23	24	—	25-32	33-38	39-48

1. Clinker = partly wood and partly brick
2. Width = width of roadway
3. Condition = condition of roadway
- 4.
- 5.
6. Theo. Cap. = number of cars per hour each way calculated according to usual principles
7. Photographs: Number refers to Attachment II with photographs

===== cobble-stone
--- asphalt
— concrete
===== uneven surface

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